

THE CURRENCY QUESTION.

POINTS AGAINST A GOLD STANDARD.

Following is the paper read by Mr. E. C. R. Palmer, B.A., an opponent to Mr. E. S. Little in the recent debate at the Foreign Y.M.C.A. on the question of a Gold Standard for China. Mr. Little's arguments were largely based on the articles contributed by him to the *N. C. D. Review*, and reproduced in our columns. Mr. Palmer said: It is not my purpose to give here a history of the money question. I shall limit myself to the present conditions in China.

In order to establish a gold standard a country must be in a fairly sound financial condition, with a strong central government and a people educated up to the need of such a standard.

This is proved by history to have been the case in the establishment of the gold standard in the present gold-using countries.

There are three theoretical standards of money, the Gold Standard, the Silver Standard and the Bimetallic Standard.

We find most of the countries of the world divided into two groups, the gold-using countries and the silver-using countries. We find that the gold-using group is a group of great importance in international commerce, whose habits of trade make gold money or bank notes predicated upon a gold basis, the most agreeable and most convenient medium of exchange. There are rich countries having vast accumulations of wealth, derived from their industry in the past. In them, because their productive power is large, wages are high. In them, trade and industry are organised with a great degree of complexity and minuteness.

The use of silver in these countries as the ordinary money of trade would be attended with great inconvenience and would meet with too much prejudice on the part of the people to allow any of these governments to introduce it as the sole money of full legal tender power. These gold countries, however, use a large amount of fractional silver money in retail business, redeemable in gold at its face value.

On the other hand, we find a group of countries, embracing an aggregate number of inhabitants nearly as great as those already mentioned, in which the form of industry, government, and the habits of the people are such as to make gold an impossible money.

In these countries, trade and industry are imperfectly organised and wages are low. Reasons of practical convenience, sentiment, and habit give silver an allegiance, that is too loyal to be overcome at their present stage of civilisation.

The civilisation of a country may be gauged in many ways and by many standards. But one of the surest ways of gauging it is by the standard of money used. The passing from copper to silver marks one stage. The passing from silver to gold marks a more perfect stage in the progress of civilisation.

There are few banks in China, and so the banking business part of a gold standard, in so far as it related to the regulation of the supply, would have to be done by the government. The issue of subsidiary coinage and other forms of fiat money must be redeemable by the government in gold. The redemption of fiat money is always liable to contingencies. The government may not be able at all times to redeem it. The government may not be willing at all times to redeem it. In either case it could not be coerced, like a bank, by a fine or by suspension. The money of a country consists of all the gold and silver, and all the fiat money redeemable in gold and silver. How much gold is needed to keep all the silver and the fiat money at par, can only be determined by experience and experiment. In 1882, when the population and wealth of the United States was far below what it is now, a gold reserve of \$100,000,000 was maintained by Act of Congress as a fund to redeem the money of the country. This amount of gold was considered necessary, putting the amount of fiat money at \$350,000,000. This, too, at a time when there was a much stronger government than China's to back up the gold standard. The distrust in a weak government and the consequent distrust in its ability to redeem its fiat money, would make the amount of the gold reserve required much larger. The Gold Reserve of the United States in 1882 was 35 per cent of the fiat money issued; this has decreased gradually, as the revenues of the Government increased. At the present time the amount of the gold reserve is about 6 per cent of the fiat money issued; but the deficiency is accounted for by the increased revenues of the Government. This fiat money can be used at its par value to pay taxes and other Government dues. If these taxes were not paid in fiat money, they would have to be paid in gold. But what could the Government of China do with a revenue paid in her own fiat money, when she has to meet a big indemnity payable in gold? Or, if she did not use the revenues to redeem the fiat money, what amount of Gold Reserve would she require? Presumably, such a weak government with a big indemnity to be paid in gold annually would require a reserve equal, or nearly equal, to the amount of fiat money issued.

How much fiat should be issued to allow commerce to be carried on easily and rapidly? The amount needed will vary with the safety of circulation. The amount of money work done by \$1,000, each dollar of which passes from hand to hand ten times in a week, will be equal to the work done by \$10,000 that changes owners only once during that time. China with a weaker government, a population six times as great, and a large war-debt, could ill afford to back a gold standard with a smaller gold reserve than the United States used in 1882.

Conservative estimates, deduced from the experience of the United States and other countries, would fix a safe gold reserve at \$1,000,000,000, to cover about \$400,000,000 of fiat money. The United States in 1882 had in circulation an amount equal to about \$5 per capita. \$1,000,000,000 in circulation in China would allow about \$2 per capita and fix the ratio of the relative wealth of circulation at 9:2. Granting that \$200,000,000 is a conservative estimate of the gold reserve wanted; where would China get this amount of money? Not from her revenues, for they will go during the next 39 years towards paying off the indemnity and filling the pockets of the Rulers of China. Russia has offered to assist her, you say. How can Russia assist any one, when she is walking on the verge of bankruptcy herself and meets her own expenses by borrowing from France? I grant you that there are other countries that would advance the money provided proper security were given. But this proper security—what is it? Probably a relinquishment of some sovereign right or rights that a country should hold sacred. There may be worse happenings to a country than the retention of a silver basis of money.

A loan has been suggested. Japan, with her developed resources, found it difficult to float a small loan a little while ago. What reception would China meet with if she were to try and float a loan of \$200,000,000? I dare predict that such a step, taken by the present financiers of China, would involve the partition of China. No such loan could be floated, unless China itself were mortgaged to pay for it. Is the gold standard a good bargain for China at such a price? The nations are not concerned enough about China to give her any other help than advice. Japan, which is at least a quarter of a century ahead of China in the development of her commerce and in her civilisation, has only just recently adopted such a standard. All things being equal, all conditions are against China. So notoriously corrupt a government as the present one could not maintain a gold standard. Do you imagine that a country, whose rulers have broken every recognised principle of international law, outraged all laws of humanity; do you suppose that a government run on such a scheme, would hesitate a moment to refuse the redemption of her fiat money in gold? Do you venture to think that she will allow us to run her mints, as we run her Customs? No. The Chinese, already, are looking forward to the time when they can gain control of offices filled by the foreigner. She will not consent to any scheme that will place the control of her banking system in foreign hands. The introducing of a gold standard would only tend toward bankruptcy and the weakening of her already weak credit; place her hopelessly in debt to other nations; and tend toward the disintegration of China. The reorganisation of the Government must come before the present currency system can be tempered with so radically.

The gold standard has to come and will come when the country has reached that prosperous stage, when, with the standard of civilisation raised, commerce developed and standards of living raised, it can be charged to the profit and lasting good of the nation; its change now is impossible.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"FORMOSA" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 2nd proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 27th January, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 30th January, 1903.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CITY OF PEKING," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns Nos. 1 and 2, at Kennedy Town (Marine Lot 243), and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 6th February will be subject to rent.

All Claims must be sent in to me on or before the 6th February or they will not be recognised.

No Fire Insurance has been effected.

E. W. TILDEN, Agent.

Hongkong, 30th January, 1903.

Consignees.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "SHAWMUT," FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED, Agents.

Hongkong, 26th January, 1903.

FROM HAMBURG, PORT SAID, COLOMBO AND SINGAPORE.

THE H.A.L. Steamship

"SITHONIA," Captain Hildebrandt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY, 5 P.M.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining unclaimed after the 3rd February will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd February, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 27th January, 1903.

STEAMSHIP "OCEANIC," COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES OF Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 P.M., TO-DAY, the 27th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 2nd February, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 2nd February, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 2nd February, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th January, 1903.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 2nd February, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 28th January, 1903.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU," having arrived from the above Ports, consignees of general cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 4th February, will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 7th February, or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

Hongkong, 28th January, 1903.

LEE LOONG.

DEALER IN Furniture, Blackwood, Plated Glass, Clocks, Ware, Brass and Iron Bedsteads and Rattan Sofas for whole sale.

JUST ARRIVED Nos. 1 & 2, D'Agulhar Street, Behind Hongkong Dispensary.

Hongkong, 1st May, 1902.

ITCHIE & CO., Ship Chandlers, Coal Merchants, Stevedores, Sail Makers, Wine and Spirits, Tobacco and Cigars, and General Commission Agents.

CALL FLAG, 35, Des Vaux Road, H'kong.

Also Water at shortest Notice.

Hongkong, 28th January, 1903.

Intimations.

YOU WILL NOT BE DECEIVED.

That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be, The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

WAMPOLE'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to everybody. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dailie, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world and A. S. Watson & Co., Limited.

WHY PAY

\$5

to have your Bicycle renovated when you can buy a tin of ALUMINUM PAINT for \$1.25? It contains sufficient material to make two old Machines like new.

IMPORTED BY

ITCHIE & Co.,

39, Des Vaux Road.

Hongkong, 28th January, 1903.



SOMETHING ABOUT "BARGAINS IN GLASSES."

There is no such thing as "bargains in eye glasses." Glasses which are worth \$1 for this week only are not worth any more the next week or any other week, in fact they are never worth the money asked for, or better still are too dear at any price. Your eyes need a thorough examination by a reliable Eye Specialist before you get your glasses, and this examination is worth some money. To get the right glasses is worth everything—wearing wrong glasses means killing your eyesight. Your eyes are your life and no bargain-counter article.

One charge covers the entire cost of examination, glasses and frames.

N. LAZARUS, OPHTHALMIC OPTICIAN, OF LONDON AND CALCUTTA.

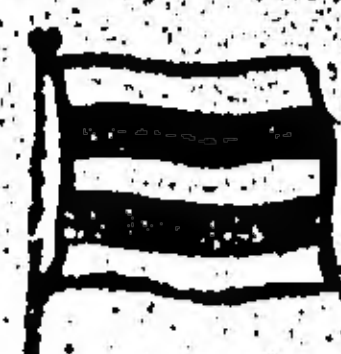
Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel.

Hongkong, 28th January, 1903.

Mails.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TAMBA MARU..... J. W. Wale.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	SATURDAY, 7th Feb., at Daylight.
RIOJUN MARU..... N. Ohno.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 10th Feb., at 4 P.M.
KAMAKURA MARU..... H. Petersen.....	KOBE and YOKOHAMA.....	FRIDAY, 13th Feb., at Daylight.
SANUKI MARU..... W. Townsend.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	SATURDAY, 21st Feb., at Daylight.
IYO MARU..... C. H. Butler.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.....	TUESDAY, 24th Feb., at 4 P.M.
KAGOSHIMA MARU..... K. Kori.....	BOMBAY, VIA SINGAPORE and COLOMBO.....	TUESDAY, 24th Feb., at Noon.
BOMBAY MARU..... T. Murai.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 24th Feb., at Noon.
INARA MARU..... W. Balbridge.....	KOBE and YOKOHAMA.....	FRIDAY, 27th Feb., at Daylight.
KUMANO MARU..... E. W. Haswell.....	NAGASAKI, KOBE and YOKOHAMA.....	FRIDAY, 27th Feb., at Noon.
KASUGA MARU..... H. Fraser.....	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 27th Feb., at 4 P.M.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 30th January, 1903.

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY. BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Tons.	Captains.	1903.
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Pleiades*..... 3,753 F. G. Purington..... Feb. 7

Shawmut*..... 9,666 W. M. Smith..... Feb. 17

Lyra..... 4,417..... Mar. 10

Victoria..... 3,592 J. Pantou..... Mar. 17

Steamers marked (*) have no passenger accommodation.

The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th January, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, &c.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 9th February, 1903, at 4 P.M., the Company's Steamship "SALAZIE," Capt. Aubert, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 8th February. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 27th January, 1903.

TO BE LET.

OFFICES TO LET. FRONTING ON QUEEN'S ROAD.

Apply "C," 13, Queen's Road Central.

Hongkong, 27th January, 1903.

TO LET.

"THE RETREAT"—MOUNT KELLET HOUSES IN LEIGHTON HILL ROAD. FLATS IN MORETON TERRACE, CAUSEWAY BAY, facing the Polo Ground. No. 1, RIFON TERRACE. GODOWNS at BOWRINGTON, Praya East.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th January, 1903.

TO LET.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST. TWO ROOMS above NEW VICTORIA HOTEL.

Apply to H. N. MODY, Victoria Buildings.

Hongkong, 4th December, 1902.

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West, Hongkong, 28th October, 1902.

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES IN LEIGHTON HILL ROAD.

Intimations.



A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT
MERCHANTS.

SCOTCH WHISKY.

WATSON'S CELEBRATED BLEND VERY OLD LIQUEUR SCOTCH WHISKY.

A blend of the finest WHISKIES distilled in SCOTLAND, of great age, very fine and mellow.

Pronounced by Connoisseurs to be the BEST BLEND in the FAR EAST.

Per Dozen \$16.50

The following are also recommended, and are unsurpassed in quality:—

- A.—THORNE'S BLEND \$12.00
- B.—Glenorchy, Mellow Blend, A FINE "SODA" WHISKY OF GREAT AGE \$12.00
- C.—ABERLOUGH-GLEN JET \$13.50
- D.—H.K.D. BLEND OF THE FINEST OLD MALT SCOTCH WHISKIES \$16.00

A. S. WATSON & Co., LIMITED.

The Hongkong Dispensary.

TELEPHONE NO. 116.
CABLE ADDRESS: "WATSON," HONGKONG.
A. B. C. CODE, 4th EDITION.

ESTABLISHED 1859

A CHEE & CO.,

祥利廣
17A, QUEEN'S ROAD.

FURNITURE DEALERS.

RAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN FOR AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902. [728d]

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND
LIQUORS A SPECIALTY.

DINNERS AND TIFINS SERVED
ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.
AT ALL HOURS.

Messrs. J. H. DOWNS and
J. CHRISTIE
Proprietors.

24th December, 1902. [139d]

NOTICE.

All communications intended for publication in the HONGKONG TELEGRAPH should be addressed to the Editor, The Hongkong Telegraph, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to the Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).
DAILY—\$30 per annum.
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The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.00 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 4th November, at 7, Granville Avenue, Kowloon, the wife of JOHN LYNN, of a daughter.

MARRIAGES.

At No. 187, Yamate-cho Yokohama, on 14th January, by the Rev. E. S. Booth, M.A., SAMUEL HENRY, only son of the late MORTIMER MONAGUE KUH, to SOPHIA, daughter of Louis DEWEITE Esq., of Yokohama.

At the Holy Trinity Cathedral, Shanghai, on the 27th inst., by the Rev. H. C. Hodges, M.A., JAMES D. STRANG, son of John T. Strang, Glasgow, to LUCY, daughter of the late NICHOLAS CORNISH HEXTAM, Esq., of London.

The Hongkong Telegraph

HONGKONG, SATURDAY, JANUARY 31, 1903.

LOCAL AND GENERAL.

Card mounts and card-board in the very latest designs at Le Munyon's—Advt.

THE Craigengower Cicket Club were "at home" this afternoon at their Pavilion, Happy Valley.

UNDER the new Revenue Farm Enactment in Perak no one but Chinese will be allowed to gamble in a public gaming farm.

ACCORDING to a Tientsin paper the Chinese exhibits at the Hanoi exhibition were the choicest, and the Peking cloisonne is expected to carry off the highest awards.

WHEN the alarm bell sounds the Fire Brigade turns out for duty. This morning members were called to the Eastern district where a quantity of baskets was alight. The members did not remain.

There is nothing photographic that you cannot get at Le Munyon's. See his new mailing envelope.—Advt.

MESSRS. ERICH GEORG and Co. state in their weekly report of this date, that a dividend of 90 cents per share will be declared by the Humphreys Estate and Finance Co. for the year ended 31st December last.

The following telegram was sent by the Manila Chamber of Commerce to the London Lodge, Washington:—Chartered Bank, Hongkong Bank, Guaranty Trust, International Bank, Spanish Bank, Merchants, Members Manila Chamber of Commerce, strongly urge adoption gold peso standard. Strongly protest against adoption U.S. Currency resulting rise in prices and expenses disastrous to agricultural, industrial, mercantile, interests unless U.S. dollar equal two pesos. Meeting unanimous.

I have just received from the factory the very latest hand cameras. It is the Century. To see one is to possess one. At Le Munyon's.—Advt.

THE Governor Wang Chih-chun of Kwangsi has wired to the Wai Wup that the French Consul (probably at Canton) has written to him (the Governor) about an agreement regarding a certain railway, but the Governor having no copy of the same, wired to the Viceroy at Canton, and has been able to ascertain that the matter has been pending for many years, but the capitalists concerned being Belgians, the question has nothing to do with the French Government and the Governor wishes to get the original documents for perusal.

THEY are determined to do all in their power to prevent the possibility of plague breaking out in Osaka by means of vermin, and a rat lottery has been arranged by the Osaka Municipal authorities. The sum of Yen 300 is offered for first prize, and there are to be 500 prizes of Yen 1 each. For every rat handed over to the authorities after the 1st proximo a ticket will be given, 50,000 having been issued, and the prizes will be awarded to 500 of the lucky rat-catchers.

THE Svet complains that the Russian squadron was unnecessarily delayed at Portland owing to alleged shortness in the supply of coal. "It is difficult," it adds, "to believe that in a port like Portland there were not 600,000 pounds of coal." A fleet that cannot move, it concludes, is like a fleet that does not exist—this after complaining that the squadron was practically kept prisoner in time of peace. The *Nov Vremya* adds that it must confirm the views of the Svet, and to obviate such surprises in future, "if we cannot have our own coaling stations we must get our coal provisions from our allies on the French coast."

Le Munyon can develop and print your films quicker, cleaner, and more scientifically than any one in Hongkong. Ask the people about him, and see if it is not so.—Advt.

COTTAM & CO. FOR TRESS'S STRAW AND FELT HATS.

Ten thousand dollars' worth of photographic supplies just received on last Friday and Saturday. After a full description. At Le Munyon's.—Advt.

At the Regular Meeting of Eother Mark Lodge (No. 264) held yesterday at the Freemasons' Hall, Wor. Bro. F. W. Edwards and a board of P. M. installed Wor. Bro. F. D. Goddard as W. M. for the ensuing year. The W. M. appointed and invested the following officers:—S. W., Bro. B. B. Harker; J. W., Bro. W. J. Titcher; M. O., Bro. W. H. Wickham; S. O., Bro. R. C. Edwards; J. O., Bro. H. Sykes; Chap., Bro. J. J. Bryan; Treasurer, Bro. W. J. Purcell; Reg. of Marks, Bro. W. A. Sims; Sec., Bro. G. Piercy, Jr.; S. D., Bro. A. H. St. John; J. D., Bro. W. J. G. Whitley; D. G., Bro. C. P. Chater; J. G., Bro. P. W. Goldring; St. Bro. G. E. Cole; Tyler, Bro. J. Vanstone.

THE following very interesting piece of news is from Messrs. Hbert & Co's Market Report of the 25th inst.: A large transaction is reported to be under consideration for the supply of Russian cotton goods and yarn in Manchuria; the authority is the special correspondent in Manchester of the *New York Chronicle*; the quantities are 18,000 bales of Sheetings, 6,000 bales of Drills, and 12,000 bales of Yarn, the goods to be made up in imitation of American goods, and stamped with a duplicate of well-known American stamp; prices to be 25 per cent below the equivalent of Shanghai or New-chang quotations for the same grade of American goods; the contract to be for one year, but buyers to have the option of renewing the contract for a term of years. The agreement is said to have been provisionally signed and is now awaiting the confirmation if the Russian manufacturers can compete with America, Bombay, and Japan on equal terms, they would require a bounty of about 8 lakhs of taels to enable them to carry out the contract, or a proportionally greater amount if their laying down cost is higher. There is little doubt that northern Chinese would do a large business on these terms.

TURF TOPICS.

There must be few who could find fault with the beautifully exhilarating, albeit bitterly cold, weather at the Race-course this morning. The presence of quite a number of ladies added interest to the social feature of the gathering. Our popular Major-General was also present, and it is not too much to say that amongst the owners our military friends take second place to none with the quality of the racers entered by them for the principal events of the meeting. If report can be trusted, luck has gone hard on Lt. Col. Hughes's *Brilliant*, until now considered the crack for the Derby. He is said to be "dicky," and did no more than trot this morning. To-morrow his trainer will take him over the course again and upon his galloping performance will be decided whether he will be out of the Derby or not. *Algerine* is the other horse to gallop to-morrow.

The course-to-day was rather heavy going and consequently times were rather slow. Full particulars of the training as "timed" to-day are given below:—

CHINA PONIES.

Race Royal, 2 miles in 4:55; last quarter, 32. *Bulbul*, 2 miles in 5:0.

Desert King, 1 mile, 31, 1:04, 1:38, 2:14; a good performance.

Murderer, 1 mile, 38, 1:15, 1:50, 2:27. *Revolver* 1st, *Alfist* 2nd, and *Cabin Boy* 3rd, 1 mile, 40, 1:27, 1:54, 2:32; rather poor.

Joker, 1 mile, 38, 1:11, 1:46, 2:24. *Pandora*, 12 miles, last 3, 35, 1:14, 1:47.

Sanctuary, 12 miles, 38, 1:16, 1:52, 2:28, 3:04. *Commoner*, 12 miles, 38, 1:16, 1:53, 2:28, 3:04. *Flickamaroo*, 12 miles, 37, 1:11, 1:48, 2:24, 3:04.

Starting and Style, 12 miles, last 4, 36, 1:17, 1:51. *Fancy and Winter Rose*, 12 miles, 40, 1:20, 1:59, 2:35, 3:10, 3:47.

Ben-y-Gloa, time not taken. *Muscatel and Dixie*, time not taken. *Rebel King*, 12 miles, 38, 1:14, 1:50 for the last 3 only.

Hagen, 1 mile, 1:10. *Jupiter*, 12 miles, 40, 1:15, 1:52, 2:26, 3:01. *Nicomachus and Detective*, 1 mile, 40, 1:19, 1:53, 2:33.

Deudrop II and Handyman, 12 miles, 38, 1:15, 1:52, 2:29, 3:04; *Handyman*, 1 mile, long way behind, say 2:38 for his mile.

Pishkin, 1 mile, 38, 1:15, 1:49, 2:29. *Sunshine* 1st, *Nipper* 2nd, and *Perky* 3rd, 1 mile, 35, 1:09, 1:46.

WALERS. *Ichiban*, 3 miles, 38. *Diamond*, 1 mile, 33, 1:04, 1:36. *Chester*, 1 mile, 33, 1:06, 1:38, 2:10. *Finella*, 1 mile, 34, 1:05, 1:37, 2:07. *Scho. I Girl*, 1 mile, 34, 1:04, 1:34.

Princess Charmine, 1 mile, 34, 1:05, 1:37. *Boy and Runaway Girl*, 1 mile, 30, 1:00, 1:30, 2:00; good time. *Runaway Girl* was hard held, could do the distance by 5 seconds faster.

Mayfly, 12 miles, 31, 1:00, 1:30, 2:00, 2:31. *Winning Rose*, 12 miles, 31, 1:01, 1:32, 2:06, 2:42.

Bay Ronald and Pirate, 12 miles, 33, 1:05, 1:37, 2:07, 2:40, 3:12. *Ty-o and Sequah*, 12 miles, 33, 1:05, 1:35, 2:05, 2:35, 3:05; *Sequah* went well and improving immensely; *Ty-o* time, 3:17.

Lady Lena, 12 miles, 30, 59, 1:31. *Lep. G.*, 12 miles, and *Remount*, 1 mile, 30, 59, 1:30, 2:02, 2:35, 3:11. *Lep. G.* was rather played out for the distance but there was plenty of go in *Remount*.

EARLY BIRD.

COTTAM & CO. FOR SUN HATS.

THE TROUBLE IN CANTON.

NEWS FROM THE CITY.
FURTHER ARRESTS.

With the arrival of steamers from Canton, come details of the state of affairs in the Southern capital. Writing from that city under yesterday's date, our correspondent states:—The uneasiness which had been increasing for several days apparently reached its height on Wednesday night. The capture of six men on Fa Ti, and the finding of guns and ammunition, and bales of uniforms instead of relieving the situation and quieting the minds of the officials and the people, seemed to make things worse. The prisoners were marched through the streets followed by coolies carrying the boxes containing the captured arms and ammunition. Soon the report spread that a number of reformers had been caught. This convinced many that an attempt on the city would be made, and that the capture would only hasten matters. The city gates were closed at five o'clock. The streets were filled with soldiers carrying revolvers and muskets in their hands. It was evident to all that something very unusual and of a serious nature was feared. The houses were informed and parades from the gunboats paraded Shamien all night. The fires on the boats were kept burning ready for a move at any time. The night passed off quietly. The usual blowing of whistles and the roaring of firecrackers took place about midnight. The official worship did not take place. A trip through the city shortly after daybreak revealed an unusual state of affairs. Before all the yamens, great and small, there was a guard of soldiers fully armed. It was a cold morning and these soldiers were so wrapped with clothes that it seemed impossible for them to move, and a few active rebels would have had little difficulty in disposing of most of them. The Viceroy, however, had a strong guard of very active looking braves. But although the first day and night have passed off quietly, the situation is still considered to be one of uncertainty. The discovery of one house with arms and the capture of six men is not the end of the matter by any means, so some well informed ones say. It is reported, on very good authority, that there are many more houses in Canton and the immediate neighbourhood where large quantities of supplies are stored, and that the capture of one lot will but hasten the final move. However, I repeat what I have already said. The officials are so much on the alert that any attempt at the present time is almost doomed to failure. Several families, on the advice of Hongkong friends have left the city. Letters have also been received from Hongkong urging all Christians to leave the city before the 9th of the month.

This morning a representative of the *Telegraph* was able to glean further information regarding the trouble, and ascertained that immediately the projected movement was made known in Hongkong the British Consul at Canton at once informed the Customs and other authorities in the City. Strict search was made of all boats arriving and no ship was permitted to discharge cargo except under European supervision. It was generally known that arms, ammunition and provisions were expected to arrive at the port, but despite the diligent search nothing of an incriminating nature was discovered. On the eve of China New Year the native officials ordered all their gunboats to patrol the river, and every launch arriving from Hongkong had to be searched.

Acting upon information received from two informers, who left Hongkong on Tuesday, in a launch specially chartered, Capt. Yang, in charge of all the Chinese guards of the Shamien, visited two houses on Fa Ti and discovered a small quantity of arms, and a huge collection of uniforms, sandals, provisions and general requisites for an army. These were promptly seized, and a quantity of the goods were placed aboard two large passenger boats and towed to the shores of the Shamien and anchored close to a native guard boat. It afterwards transpired that during the night Capt. Yang captured six men connected with the house in which the seizure was made, and two others, found in a small boat containing a number of uniforms, were also placed under arrest. As we have already reported the uniforms are known to have been made in Hongkong. They resemble an ordinary Chinese jacket with the exception of their being of a very fiery nature a glaring red with a black border and white 'eye' in the centre, inscribed with Chinese characters. The sandals are similar to those worn by coolies, while the provisions, which bear evidence of having been packed in Hongkong, are neatly enclosed in wooden boxes about two feet square, evidently made from packing cases consigned to Hongkong firms. During the day gunboats began to arrive and, with the approach of evening, the British ships *Sandpiper* and *Moerke*, the United States monitor *Monterey*, the French *Avantur*, and the small German gunboat, *Shanlen*, designed for the navigation of creeks, were seen patrolling the river. Shortly before dusk manures were sent ashore for the purpose of patrolling the foreign concession. The native guards on the British and French bridges across the canal, dividing the native city from Shamien were doubled, and every precaution taken to ensure the safety of foreigners. The work of guarding the little island was done so quietly and expeditiously that only those in touch with the position of affairs were cognizant of the action taken. But the night passed quietly, and China New Year's Day was ushered in dimly and damp. All crafts from down river were searched, and in some cases while proceeding from Hongkong to Canton, were boarded by Chinese soldiers on four occasions. Nothing was discovered which warranted arrests being effected.

From letters received from Canton, and from inquiries made from Chinese who arrived from that city last night, we learn that over a hundred arrests have been made since the 28th inst. It appears that the officials were warned by a traitor from the rebel camp over a month ago, that a rising would be attempted, and for supplying this information he was to receive a thousand taels, should the matter come to pass. At any rate, anonymous letters were received by high progressive officials advising them to move with their families to treaty ports during the commencement of the Chinese New Year, as trouble was approaching. These and other rumours at last awakened the Canton officials, to their sense of safety, and spies were sent everywhere to learn whether any rebellious movements were on foot, while dangerous characters were watched. On the 26th information was received at Canton that a party of men, apparently leaders with headquarters at Hongkong, were contemplating a march from the New Territory on Canton. This news was conveyed to the officials by masters of Chinese junks, who, it appeared, stated that certain families living in villages along the Canton river from Lantau up to Ping Hoi were removing either to Macao or to Hongkong. The Hongkong Government was then apprised of the fact, and the full Detective force at once put on the alert, with the result that the twelve men were arrested in No. 20, D'Agular Street. We stated in our columns last night, the method pursued by one of the Chinese detectives, who purported that he was also one of the sect of the rebels, and had arrived from Canton to learn their future movements and the plans premeditated. The officials have since notified the various prefects and petty mandarins of all the villages around Canton of the attempted rising, and have issued instructions to have all suspicious characters arrested, and all secret or mass meetings dispersed. From a very reliable source we learn that yesterday morning, no less than sixteen men, believed to be rebels, were arrested in a temple at Fat Shan. Most of them are Hakkas, and from papers and letters found in their possession it seems it was their intention, when the rising was effected, to rush the Customs' house, local treasury, and massacre all the mandarins. It was also currently rumoured in Canton yesterday that the rebels, though thwarted in their scheme, on the 28th instant had held secret meetings since, and are now waiting for reinforcements and other final arrangements when they will break out in another direction. Double guards are posted at all entrances to the City and every pedestrian is being severely scrutinized.

COTTAM & CO. FOR PANAMA HATS.

Telegraphic information was received in this Colony this morning giving the report that six arrests were effected to-day by the authorities at Canton. It is stated that the men were German converts and alleged complicity of the latter in the movement is ascribed to the fact that an important firm is under the ban of suspicion in conniving with the disaffected party by importing arms and ammunition for the rebels to carry on their campaign in China. While these arrests were made in Canton the activity of the Hongkong authorities brought about it is rumoured, the seizure of 200 revolvers, some of Belgian make, some of Smiths and Westons, on board one of the ships in the harbour, and this is supposed to have some connection with the trouble in Canton, especially, as we are informed, that the ship was about to proceed thither.

The police are now searching for the leader of the movement, who is reported to be a reformer and a prominent member of the Triad, and other secret societies. He is supposed to be in hiding in Hongkong. Over in the New Territory the authorities are on the alert. The murder of a Chinaman, which occurred in the early hours of the 29th instant, and whose body was found on the Tai Po Road, as duly chronicled by us, is being investigated by the Police authorities. A rumour gained currency this morning that the deceased, while walking peacefully along the road met some Chinese who suspected him of being a spy who thereupon murdered him. Indian troops have now been despatched to the New Territory and, acting in conjunction with the police, are instituting inquiries regarding suspected rebels and houses, where ammunition, uniforms, and provisions are believed to be stored. "B" company of the Sherwood Foresters is now stationed about three miles from the New Territory border, and they are to be relieved by "G" company of the same regiment. From some of the Chinese firms having branches at Macao, we learn that the Portuguese authorities have been informed of the attempted rising and that all suspected houses are being carefully watched by spies. Chinese mandarins and spies have arrived there and in this Colony from Canton in order to point out suspected rebels.

According to our dead reckoning, ought to have been some 60 miles distant. The sun had been obscured on the previous day, so we had had no observations for about 40 hours. The weather also was hazy at the time. High seas commenced to break over the wreck and I seeing that the vessel was in danger of capsizing, ordered the masts to be cut away. If I had not done so all hands would have probably been drowned. At about 11 a.m., I ordered one of the boats to be lowered, but as soon as she took the water, she capsized and broke up. I then had a second boat—the only sound one remaining, our third being stove in—lowered, and despatched my mate Mr. Evans, and four seamen to explore the reef and see if any part of it was habitable. The mate returned at about eight or nine o'clock next morning, and, as the sea was pretty high, we floated him the end of a rope fast to a piece of wood. He would not come alongside, however, but asked for a supply of water and provisions. After some talking we gave him water, and as soon as he and the men got it, they waved their hands and pulled off. It was some time before the boat was out of sight, and that is the last we saw of them. There was only the cutter left, and this we proceeded to repair by nailing five thicknesses of canvas over the damaged part, and painting in turn each coating. Four or five days later, when the weather had moderated, we put the boat over and pulled her to a wrecked Chinese junk, lying on the coral in four feet of water at high tide, and one foot at low tide. First of all, to make sure the junk would not break up, we piled lumps of coral around her, and afterwards boarded this over with batches and planks from the barge. For a while we made an awning out of a sail. Practically the whole reef was under water, and I can tell you, it was not a nice place to live on. As for provisions, well, we filled demijohns and molasses kegs with water. There was no scarcity of ship's stores. The cook and one of the sailors used, from time to time, to go on board of the barque and bake bread. After the real hard work was over, we commenced to look around, and as the boat would have been damaged pulling over the reef, constructed a raft. By this means we did a bit of exploring, and among some half a dozen other wrecks on the reef, found a four-masted ship and a steamer. The coral stretched for miles and miles, and at the western end of it, was an island with a greatest height above the sea level of some 20 feet. It had been used as a Chinese fishing station, for upon it was an abode, a joss house, and half a dozen Chinese graves. At one end of each grave was a pot of tea, and at the other the dead man's hat. We also discovered a coconut tree, and two tanks containing about 400 gallons of fresh water. The abode contained pictures of European ships; an oil painting, and other articles which must have been procured from the different wrecks. The island, however, did not appear to have been occupied for at least a year. After three weeks of this sort of life and, knowing that Pratas Shoal was a vicinity avoided by mariners, we equipped our boat, and set sail for Hongkong on the 29th inst. It was a miserable journey, the heavy sprays breaking over us as we were lying, cramped with cold and damp, unable to stretch our legs. After four days we almost reached Hongkong when the Norwegian steamer *Bygde*, Captain Gudmundsen, picked us up. We arrived in harbour on the night of the 28th inst. and went ashore next morning. When we left the reef, the *Alexander McNeil* was still intact, with a lot of stuff on board well worth salvaging. There is the donkey engine, a steam pump, anchors, cables, a complete suit of sails, coils of rope, barrels of flour and other things of considerable value. Our representative then accompanied Captain Jorgensen to Pratas, West, where the boat was lying. It was an ordinary strong, carved built, ship's cutter. The painted canvas was patching was on the port bow. Regarding gear, nothing remained except the mast and wooden thole pins, for, as Captain Jorgensen explained, as soon as the crew left her, Hongkong thieves stole the sails, anchor, and two ship's compasses.

The *Alexander McNeil* is a three-masted wooden barque of 1,649 registered tonnage. She was built in 1869 by Mr. A. R. Reed, Waldoboro, Me., and hails from San Francisco. Pratas Shoal lies between 150 and 200 miles in a south-easterly direction from Hongkong. It is a notorious spot for navigators, and sailing vessels often have great difficulty in weathering it.

SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Malta*) to-morrow.
American (*Coptic*) to-morrow.
Indian (*Kumang*) 3rd prox.
German (*Darmstadt*) 3rd prox.
Australian (*Changsha*) 3rd prox.
Canadian (*Tartar*) 5th prox.
German (*Prussen*) 5th prox.
American (*America*) 7th prox.
American (*Korea*) 17th prox.

The E. & A. Co's steamer *Empire* from Sydney, &c., left Port Darwin yesterday the 30th inst., for this port and is due here on the 5th prox.

The Imperial German Mail steamer *Stettin* which left here on the 25th inst., a.m., has arrived at Hanghai on Wednesday, a.m., the 28th inst.

The Canadian Pacific Railway Co's steamer *Tartar* arrived at Yokohama at 4 p.m. on Friday the 30th inst., and left again at 11 a.m. on Saturday for Kobe, where she is due to arrive at 7 p.m. on Sunday the 1st prox.

COTTAM & CO. FOR WALKING CLOTHES.

According to our dead reckoning, ought to have been some 60 miles distant. The sun had been obscured on the previous day, so we had had no observations for about 40 hours. The weather also was hazy at the time. High seas commenced to break over the wreck and I seeing that the vessel was in danger of capsizing, ordered the masts to be cut away. If I had not done so all hands would have probably been drowned. At about 11 a.m., I ordered one of the boats to be lowered, but as soon as she took the water, she capsized and broke up. I then had a second boat—the only sound one remaining, our third being stove in—lowered, and despatched my mate Mr. Evans, and four seamen to explore the reef and see if any part of it was habitable. The mate returned at about eight or nine o'clock next morning, and, as the sea was pretty high, we floated him the end of a rope fast to a piece of wood. He would not come alongside, however, but asked for a supply of water and provisions. After some talking we gave him water, and as soon as he and the men got it, they waved their hands and pulled off. It was some time before the boat was out of sight, and that is the last we saw of them. There was only the cutter left, and this we proceeded to repair by nailing five thicknesses of canvas over the damaged part, and painting in turn each coating. Four or five days later, when the weather had moderated, we put the boat over and pulled her to a wrecked Chinese junk, lying on the coral in four feet of water at high tide, and one foot at low tide. First of all, to make sure the junk would not break up, we piled lumps of coral around her, and afterwards boarded this over with batches and planks from the barge. For a while we made an awning out of a sail. Practically the whole reef was under water, and I can tell you, it was not a nice place to live on. As for provisions, well, we filled demijohns and molasses kegs with water. There was no scarcity of ship's stores. The cook and one of the sailors used, from time to time, to go on board of the barque and bake bread. After the real hard work was over, we commenced to look around, and as the boat would have been damaged pulling over the reef, constructed a raft. By this means we did a bit of exploring, and among some half a dozen other wrecks on the reef, found a four-masted ship and a steamer. The coral stretched for miles and miles, and at the western end of it, was an island with a greatest height above the sea level of some 20 feet. It had been used as a Chinese fishing station, for upon it was an abode, a joss house, and half a dozen Chinese graves. At one end of each grave was a pot of tea, and at the other the dead man's hat. We also discovered a coconut tree, and two tanks containing about 400 gallons of fresh water. The abode contained pictures of European ships; an oil painting, and other articles which must have been procured from the different wrecks. The island, however, did not appear to have been occupied for at least a year. After three weeks of this sort of life and, knowing that Pratas Shoal was a vicinity avoided by mariners, we equipped our boat, and set sail for Hongkong on the 29th inst. It was a miserable journey, the heavy sprays breaking over us as we were lying, cramped with cold and damp, unable to stretch our legs. After four days we almost reached Hongkong when the Norwegian steamer *Bygde*, Captain Gudmundsen, picked us up. We arrived in harbour on the night of the 28th inst. and went ashore next morning. When we left the reef, the *Alexander McNeil* was still intact, with a lot of stuff on board well worth salvaging. There is the donkey engine, a steam pump, anchors, cables, a complete suit of sails, coils of rope, barrels of flour and other things of considerable value. Our representative then accompanied Captain Jorgensen to Pratas, West, where the boat was lying. It was an ordinary strong, carved built, ship's cutter. The painted canvas was patching was on the port bow. Regarding gear, nothing remained except the mast and wooden thole pins, for, as Captain Jorgensen explained, as soon as the crew left her, Hongkong thieves stole the sails, anchor, and two ship's compasses.

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SHIPPING AND MAIL NEWS.

MAILS DUE.
English (*Malta*) to-morrow.
American (*C*

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

(By special arrangement with Der Ostasiatische Lloyd.)

Venezuela Hastening a Settlement.

THE "PANTHER" INCIDENT.

BERLIN, 30th Jan., 1.20 p.m.

To hasten the ending of the blockade, the Powers will be content with very slight preferences to other claims against Venezuela. The rumours of damage to the gunboat *Panther*, and her subsequent towage to Willemstad is false; the *Panther* is still at Maracaibo.

Signor Prinetti Recovering.

Signor Prinetti, the Italian Foreign Minister, is recovering from his apoplectic fit.

Crown Prince Better.

The Crown Prince of Germany, who has been confined to his bed suffering from a severe cold, is better.

Saxony's Crown Princess.

The Crown Princess of Saxony has been deprived of all the rights of the houses of Habsburg, Toscana and Saxony.

Society of Landed Proprietors and the Prussian Government.

The Secretary of State, von Podbielsky, declared in the Prussian Chamber that the government had severed its connection with the Society of Landed Proprietors (Bund der Landwirthe).

(Reuter's.)

The Franco-Siamese Treaty.

LONDON, January 28th.

The ratification of the Franco-Siamese treaty has been extended to 30th March.

South Africa.

Mr. Chamberlain who is at Mafeking met the Cape Governor and authorities escorted by a party on horseback, on the Transvaal border.

The Somaliland Expedition.

Col. Cobbe reconnoitring towards Galkayu, the Mullah's headquarters, has encamped at Enmaras.

The Jibuti-Harrar Railway.

Owing to Lent and an objection to travel in the rainy season, the Emperor Menelik has postponed his visit to Jibuti to the autumn.

Serious Railway Accident in America.

An express train travelling at the rate of sixty miles an hour dashed into the rear of a local train at Graceland, New Jersey. The debris ignited. Twenty-four passengers were killed (of whom sixteen were burned alive) and fifty-two injured.

The Forthcoming Budget.

Mr. Ritchie speaking at the Crystal Palace said that illusions of a large reduction of taxation in the forthcoming budget must be dispelled, as when the accounts for the South African war compensation were wound up our liabilities would be considerably more than estimated. Nevertheless he believed it would be possible to reduce some taxation.

British South Africa.

January 29th.

The correspondent of the *Standard* at Johannesburg says that from the 1st February, there will be one Supreme Command of the whole military forces from the Zambesi to the Cape, and that General The Hon. Sir N. Littleton will be the Commander-in-Chief, with Head Quarters at Pretoria.

French Loan to Morocco.

The Bank of Paris & Payshas has arranged a loan with the Sultan of Morocco for Francs 7,500,000 at 6% interest guaranteed by the Customs dues. It is believed that the loan is an important diplomatic coup and intended to strengthen French interests and influence.

Illness of Italian Foreign Minister. Signor Prinetti was seized with apoplexy during an audience with King Victor Emanuel to-day. Hopes of his recovery are entertained.

POLLARD'S LILLIPUTIANS.

Mr. A. Levey, representative of Pollard's Lilliputian Opera Co., has received a telegram to-day advising him of the safe arrival of the Company at Manila en route for Hongkong. The Lilliputians are expected to arrive here on Wednesday, the 3rd proximo, the first performance taking place at the Theatre Royal, City Hall, the following evening. It is planned to be opened at Robinson's on Monday next at 9 p.m.

ASK FOR ASAHI JAPANESE BEER.

C. C. Gilmour.

THEATRE ROYAL.

"H. E. THE GOVERNOR."

The Hongkong Amateur Dramatic Club performed Captain Marshall's three-act farcical romance *H. E. Excellency the Governor* at the City Hall last evening. The play opened in the vestibule of Government House, Amanda Island, India Ocean, and in the first act, we find the Governor referring to the arrival of the Rt. Hon. Carlton's yacht with the hon. gentleman, his daughter Ethel, and his widowed sister Mrs. Bolingbroke on board, warning his private secretary and A. D. C. not to fall in love with the ladies, but confine themselves to being agreeable and sociable. Stella de Gex, an actress and distant relation of Sir Montagu, arrives by the mail, and insists upon staying at Government House. She places H. E. in a very awkward position, and makes an enemy of Mrs. Bolingbroke. Ethel Carlton is a very pretty girl and H. E., the A.D.C. and Private Secretary fall madly in love her. Stella de Gex makes love to the Rt. Hon. Henry Carlton, Mrs. Bolingbroke has her eyes on the Governor. There is a threatened native rising, and 100 reinforcements, under Major Kildare, are sent to the front. The Governor, however, fails to notify the officer commanding, with the result that on the night of their arrival they are fired upon. Ethel is encouraged to be brave by the Private Secretary, who tells her that he will imitate a nightingale, from the garden, and the ladies barricade the door, with chairs, tables, flower pots and cushions, overlooking the fact that the door opened outwards. The Governor arrives just in time to call Ethel back and, not being able to get over the crockery, makes love from his perch. About this time the noise of a nightingale is heard outside, and while H. E. is lost in eloquence the A.D.C. comes into the room and, perceiving the situation, makes his way to the flowerpots, by the side of Ethel and wins her. Stella de Gex hooks Mr. Carlton, and the butler becomes engaged to the housemaid. Mr. C. H. Grace, as *H. E. Sir Montagu Martin*, and Captain MacGregor, as the A.D.C., played their parts with great credit. Mr. H. W. Bird, as private secretary, had a hard task and performed it with a calmness worthy of a professional. Mrs. M. W. Slade admirably performed her part, which, it may be added, was no easy one, and Mrs. Grace's acting was much appreciated. Miss Bird was a great addition to the cast. Mr. G. Balloch made an admirable statesman, while Messrs. P. W. Goldring, H. P. Hay, A. C. Ward, and Lieut. J. Davidson, R.A., performed their respective parts without a hitch. Altogether the piece was most creditably performed, and, moreover, with a touch, to a slight degree, may be said to be wanting in the local productions of touring companies.

AT THE DOCKS.

Work has been extremely quiet at the Kowloon Docks during the New Year holidays, although riveters, boilermakers, and noisy chipping hammermen will soon recommence with renewed vigour. The *Heinrich Menell* is undergoing bot on repairs, requiring some 12 or 15 plates to be replaced. She has been ashore. Both she, and the *Hermann Menell*, which recently struck Lamet Island and was for some time in the Aberdeen Dock, seem an unlikely pair. The U. S. transport *Burnside*, we understand, only having temporary boiler repairs at the Kowloon Docks. These of a more permanent nature are to be done at Shanghai, although we understand that the Hongkong and Whampoa Dock Co. originally had the contract, but Mr. J. R. Twentymann managed to get it transferred to Messrs. S. C. Farnham, Boyd and Co.'s shipyard, at the northern port. Repairs to the *Sherman* are likely to take about three months to complete.

THE HONGKONG ICE COMPANY, LIMITED.

The following is the Twenty-second Annual Report, to be presented to the shareholders at the ordinary annual meeting to be held at the offices of the Company, Pedder's Street, on Wednesday next, at 12.30 p.m.

The General Managers have pleasure in submitting a Statement of the Company's accounts for the year 1902:

Including \$1,154.86 brought forward from the previous year, and after deducting \$10,000 paid as an interim dividend of \$4 per share, the balance at credit of Profit and Loss Account is \$89,305.74, which it is recommended should be appropriated as follows:—

A final dividend of \$12 per share, \$60,000.00
To write off property account, 25,073.68
To carry forward, 3,632.66
\$89,305.74

JARDINE, MATHESON & Co., General Managers.

Hongkong, 25th January, 1903.

Assets.

Property Account, \$133,673.68
Invested in:
Hongkong Fire Insurance Co.'s Share, 235.00
China Fire Insurance Co.'s Share, 85.00
Canton Insurance Office's Share, 120.00
Cash on hand, 221.36
Hongkong and Shanghai Banknote Current Account, 120.38
Outstanding Accounts, 7,087.71
Accounts Receivable, 17,121.31
Ice in stock, 180.00
Coal in stock, 315.00
Jardine, Matheson & Co., 80,000.00
\$134,088.09

ASK FOR ASAHI JAPANESE BEER.

C. C. Gilmour.

Commercial.

WEEKLY SHARE REPORT.

Messrs. Benjamin, Kelly and Potts in their report dated 30th January, 1903, state:—

Since our last report, the China New Year holiday has intervened and but a small business has been transacted during the interval.

The Hongkong Ice Company, Limited, has advertised its Twenty-second Ordinary Annual Meeting for the 4th February till which date the transfer books are closed.

The Hongkong Rope-Manufacturing Company, Limited, has announced its Nineteenth Ordinary Annual Meeting for the 7th February. The transfer books will be closed from the 4th to 7th proximo, both days inclusive.

Banks.—Hongkong and Shanghai Banks continue on the upward move and sales have been effected at \$702½ at which price more shares can be placed. The London quotation has also risen to £64 10s. Nationals have advanced and are in strong demand at \$2½.

Marine Insurances.—Unions are wanted at \$170. Canton's remain on offer at \$164, and China Traders are unchanged with sellers at \$58.

Fire Insurances.—Hongkong Fires are extremely weak and sellers predominate at \$320. China Fires rule firm at \$86.

Shipping.—Hongkong, Canton and Macao Steamboats have been booked at \$37½, and have further buyers. The Accounts for the six months ending the 31st December, 1902, are very satisfactory. Including the balance brought forward they show a credit at Profit and Loss Account of \$245,704.14, from which the Directors propose to pay a dividend of \$1.50 per share, write \$50,000 off the book value of steamers, add \$25,000 to Depreciation and Insurance Fund (which will then stand at \$633,000) and carry forward the balance of \$3,704.14. Indo-China has been the medium of a small business at the advanced rate of \$90, but close weaker and are now obtainable at \$89. Douglas Steamships have again been dealt in, and further shares are asked for, at \$15½. Star Ferries have found investors at the improved rate of \$3½ for the old issue; the new shares remain unaltered at \$14, but there are none to be had at this price.

Refineries.—China Sugars are slightly easier and can probably be obtained at \$92. Luzons are quite dead at the moment, with 192 sellers and no buyers at \$12.

Mining.—Punjons have been sold at \$1.15. Rants are obtainable at \$7½ and Celebus at \$1½. Chinese Engineerings have inquiries at \$18.60.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks have changed hands at \$20½, and close steady at \$20½. Farnhams have reacted, and shares are in the market at \$18½. Kowloon Wharfs are inquired for at \$93.

Lands, Hotels and Buildings.—Hongkong Lands can be placed at \$178, ex the final dividend of \$6, paid on the 27th instant. West Point's paid their final dividend of \$1.60 on the same date, and we now quote them at \$52 ex dividend. Kowloon Lands are steady at \$31½. The total net earnings for the past year, including the balance of \$512.83 brought forward from last account, amount to \$15,032.37, and after writing off Directors' and Auditors' fees, there remains a sum of \$14,832.37 from which it is proposed to pay a dividend of \$2.30 per share, leaving a balance of \$1,032.37 to be carried forward. Hongkong Hotels have been disposed of at \$143 and are in further request. Humphreys Estates continue in demand at \$12, and China Providents are wanted after sales at \$9.

Cotton Mills.—No transaction in stocks in this section has come under our notice.

Cigar Companies.—Nothing doing.

Miscellaneous.—Green Island Cements have been fixed at \$21, and further shares are procurable. A. S. Watsons are still wanted at \$14. Electricies: there are buyers of the old shares at \$13½, and sellers of the new at \$6½.50. Rupes are quoted at \$120. The Profit and Loss Account for 1902, including \$693.01 brought forward, shows a balance at credit of \$123,991.86 which it is recommended to appropriate as follows, viz.:—to pay a dividend of \$10 per share; place \$9,590 to Reserve Fund, raising it to \$33,000, a dividend of \$15,301.86. The Hongkong Ice Company's Report and Accounts have just been published. The net profit for 1902, including \$1,154.86 brought forward from the previous year, amount to \$109,305.74, from which sum an interim dividend of \$4 per share was paid in July, and it is now proposed to pay a final dividend of \$12 per share (absorbing altogether \$80,000.00), write off Property Account \$25,073.68, and carry forward the balance of \$3,632.66. Shares are quiet at \$240. Quotation for Langkats is unchanged.

FORTNIGHTLY MARKET REPORT.

In their fortnightly market report, dated Hongkong, 30th January, Messrs. Cawajee, Pellanjee & Co. state:—

Cotton.—A few best selected about 300 packages of Bengals were sold at \$24½ to \$25½ per picul. Medium and common are neglected. The unsold stock is about 2,250 bales.

Yarn.—Strong upward tendency at Bombay, coupled with meagre stock here in first hands, dealers as well as speculators came forward in the market and purchased about 800 bales of spot Yarn at an advance of \$½ to \$1 per bale according to count and descriptions. The unsold stock is estimated at about 8,000 bales. It is also reported that a good lot changed hands for forward deliveries. Local Yarns are stronger and about 1,700 bales of No. 10s at \$5.94 to \$6.02, and about 500 bales of No. 12s at \$10.4 to \$10.4 are sold. Japanese Yarns are firm and sales of about 650 bales of No. 20s at \$7.61 to \$7.65 are reported.

Malwa Opium.—Ruled steady. Sales of last year, about 21 chests at \$1,010.9 chests at \$1,030, and 10 chests at \$701.0. Old about 12 chests at \$1,080, and 56 chests at \$1,100 are reported. The unsold stock is about 341 chests.

Bengal Opium.—Ruled stronger with advancing prices. Sales of Patna 571 chests at \$1,015 to \$1,025; Benares about 129 chests at \$1,000 to \$1,005 are made. The unsold stock is Patna about 104 chests, Benares about 81 chests.

Persian Opium.—About 200 chests were sold at \$700 per picul. The unsold stock is about 2,400 chests.

Miscellaneous Quotations (Price per picul):—

Ivory, \$20 to \$20.50
Olibanum, 5 to 22
Bornax, 18½ to 20
Saltpetre, 19½ to 12
Senna, 2 @ 4
Vermilion, 95
Cloves, 25 @ 30
Cassia, 19 @ 25½
Camphor, 110 @ 138
Wax, 31 @ 35
Beans, 3 @ 35

YARN MARKET REPORT.

Messrs. Cawajee, Pellanjee & Co. write on 30th January:—

Since the issue of our last circular dated the 16th instant, advances of a strong upward tendency in India in sympathy with the recent improved inquiry here had the effect of emboldening speculators who have during the whole of the fortnight not only added greatly to their already extensive purchases, but have freely met the enhanced prices asked by the holders with a view to strengthen their previous holdings. The market has been cleared of every available bale on offer of almost all the counts and descriptions of superior and desirable spinings, and considerable and varied transactions for forward delivery have been reported. The medium and common threads have also run up from fifty cents to three dollars per bale according to quality, count and spinings on the last mail's quotations. The market closes with every appearance of firmness, and considering the dealer's hands there is no apprehension of an immediate decline. Sales during the fortnight consist of about 110 bales of No. 6s, 25 bales of No. 8s, 4,725 bales of No. 10s, 1,490 bales of 12s, 1,000 bales of No. 16s, and 750 bales of No. 20s, in all about 8,100 bales. Arrivals during the fortnight per steamers *Coromandel*, *Luisia*, *Kagoshima Maru*, and *Lightning* of about 3,000 bales. The unsold stock is estimated at about 8,000 bales.

Local Production.—Sales of about 1,000 bales of No. 10s at \$9½ to \$10, and about 500 bales of No. 12s at \$10½ to \$10½ are reported. Japanese Yarn.—About 650 bales of No. 20s exchanged hand at \$126 to \$129 per bale.

Freights have improved during the past week and there is a brisk demand for tonnage. A large number of steamers have been taken up for Saigon to Hongkong, at 15 cents per picul; but the demand is weaker at the close. Saigon to one port Philippines, 30 cents per picul has been paid for February loading, and 35 cents per picul for March. Saigon to one port Japan, 28 to 30 cents per picul for February loading, and 35 to 36 cents for March. Coal freights are weaker. Moji to Hongkong \$1.90 per ton; and Moji to Singapore \$2.75 per ton. Settlements since 23rd inst are as follows:—

Progress, Ger. str., 799, Saigon to Hongkong, 10 cents per picul.
Nanchung, Brit. str., 1,063, Saigon to Hongkong, 15 cents per picul.
Hansa, Ger. str., 1,101, Saigon to Hongkong, 15 cents per picul.
Hansa, Ger. str., 794, Saigon to Hongkong, 15 cents per picul.
Hansa, Ger. str., 934, Saigon to Hongkong, 15 cents per picul.

An East Asiatic T. Co.'s str., Saigon to 1 port Philippines, (March) 35 cents per picul.
Hansa, Ger. str., 923, Saigon to Philippines, (February), 30 cents per picul.
Sullberg, Ger. str., 783, Saigon to Iloilo, (February), 33 cents per picul.
Unsung, Brit. str., 1,787, Saigon to Yokohama or Kobe, 29½ cents per picul.
Rustija, Aus. str., 1,315, Saigon to Yokohama or Kobe, 24 cents per picul, if both ports 30 cents.

A China Nav. Co.'s str., Saigon to Kobe, (early at anch), 33 cents per picul.

TO-DAY'S INTELLIGENCE.

BANKS continue in brisk demand, and prices have improved from \$5 to \$7.50, the present quotation being \$705 to \$707.50. DOCK shares are inquired for, and small sales have been made at \$205 and \$206. CHINA SUGARS also show an improvement and sales have been made at \$92 and \$93. HUMPHREYS' ESTATES have been placed at \$12.25. Small sales have been made in HONGKONG, CANTON & MACAO.

COMMERCIAL.

NAVIGATION shares in the absence of any business are difficult to quote. STAR FERRIES are wanted at \$25. Small sales of HONGKONG LANDS have been made at \$120. ex dividend. In WEST POINT BUILDING Co. a quiet feeling prevails with sellers at \$52 ex dividend.

EXCHANGE.

LONDON, Telegraphic Transfer, 1/64
Bank Bills, on demand, 1/6 13/16
Credits, 4 months' sight, 1/7 3/16
D'cents, 4 months' sight, 1/7 5/16
IN LONDON, (demand), M. 1.60
IN PARIS, Bank Bills, on demand, 1.96
Credits, 4 months' sight, 1.96
IN NEW YORK, Bank Bills, on demand, 38
Credits, 30 days' sight, 38
IN HONGKONG, Telegraphic Transfer, 116
On demand, 116
IN SHANGHAI, Telegraphic Transfer, 72
Private 30 days' sight, nom.
IN YOKOHAMA, T.T., 76
Foreign Bank's Buying Rate, \$12.80
Gold Leaf 100 touch, per tael, 66.40
Bar Silver, 214

OPPIUM QUOTATIONS.

Yesterday's quotations are as follows:—

Per chest.

MALWA NEW, @ \$ 980/1,000
LAST YEAR, @ 1,020/1,040
OLDEST, @ 1,060/1,110
PATNA NEW, @ 1,005
BENARES NEW, @ 1,005
PERSIAN (PAPER), @ 700

Today's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

MONDAY, the 2nd February, 1903,

at 11 A.M., at

No. 141, PRAVA EAST,

A QUANTITY OF GOAL.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 31st January, 1903. 1118e

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

MONDAY, the 2nd February, 1903,

at 2.30 P.M., at

SALES ROOMS, No. 8, Des Voeux Road,

Corner of Ice House Street,

75 Cases PORT WINE;

75 Cases MISTELA BLANCA;

AND

50 Cases MISTELA CLARET.

(These Wines have been analysed chemically by A. Stanley, M.D., F.R.S., and were found to be first-class table wines, and no evidence of falsification by any spirit nor of the addition of any injurious substance.)

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 31st January, 1903. 1119e

LOST.

A POCKET BOOK between the KOWLOON HOTEL and KOWLOON DOCK, containing ENGINEER'S CERTIFICATE and MONEY.

If Certificate is returned to undersigned, (other contents not being considered), substantial reward will be given.

"A.B."

C/o The Hongkong Telegraph.

Hongkong, 31st January, 1903. 1122e

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above Ports on SATURDAY, the 7th February, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 31st January, 1903. 1116e

AMERICAN ASIATIC STEAMSHIP CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK, STRAITS AND MANILA.

THE Steamship.

"BENGLUCH."

Capt. A. W. Thompson, having arrived from the above Ports, Consignees of Goods are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th February will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th February, at 9.30 P.M.

No Fire Insurance has been effected.

Guils of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 31st January, 1903. 1120e

FOR 10 NIGHTS ONLY.

COMMENCING ABOUT

4TH FEBRUARY, 1903.

POLLARD'S LILLIPUTIAN OPERA CO.

OPENING WITH

"Belle of New York."

Plan of Robinson's on Monday next at 9 p.m.

Hongkong, 31st January, 1903.



Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL.
MONTHLY SAILINGS FOR CONTINENT.

FROM	STEAMERS	DUE ON
GLASGOW and LIVERPOOL	"DIOMED"	2nd February.
	"CHINGWO"	3rd "
	"MACHAON"	11th "
	"ACHILLES"	19th "
	"KINTUCK"	25th "

S.S. "DIOMED" left Singapore this morning and is expected here 2nd February.

HOMEWARDS.

FOR	STEAMERS	TO SAIL ON
LONDON	"TELEMACHUS"	7th February.
"	"PROMETHEUS"	17th February.
"	"DIOMED"	3rd March.
"	"MACHAON"	17th March.
"	"GLAUCUS"	31st March.

LIVERPOOL BERTH.

FOR	STEAMERS	TO SAIL ON
LIVERPOOL	"DARDANUS"	20th February.
"	"KINTUCK"	20th March.

CONTINENTAL BERTH.

FOR	STEAMERS	TO SAIL ON
GENOA, MARSEILLES and ANTWERP	"PYRRHUS"	28th February.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL ON
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS via NAGASAKI, KOBE and YOKOHAMA	"ACHILLES"	21st February.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st January, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, Cebu and ILOILO	"KWEIYANG"	6th February.
KOBE and YOKOHAMA	"CHANGSHA"	11th "
MANILA	"SUNGKIAN"	12th "
MANILA	"TSINAN"	16th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	16th "
CEBU and ILOILO	"KAIFONG"	17th "

* The Agent on of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

N.B.—REDUCTION OF FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st January, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
DIAMANTE	1980	A. H. Nolley	MANILA (DIRECT)	3rd February, at Noon.
FAIRO	2540	R. Rodger	Do.	6th "
RUBI	2540	R. W. Almond	Do.	13th "
PERLA	1980	J. McGinty	Do.	13th "

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 28th January, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE
AND YOKOHAMA.

PORTLAND OREGON

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAPURA"	4,899	A. E. Hollingsworth	Feb. 25, 1903.
"INDRASAMHA"	5,197	R. P. Craven	Mar. 16, "
"INDRAVELLI"	4,899	W. E. Craven	April 16, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

1166c

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 1st February.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 4th February.
FOR TAMSUI	"DAICI MARU"	T. W. Groves	SUNDAY, 8th February.
FOR FOCHOW	"ANPING MARU"	J. Goto	"

* Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs water-front, premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co's Local Branch Office at No. 4, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 28th January, 1903.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.
HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric
Light. First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.BUTTERFIELD & SWIRE,
Agents.

Hongkong, 10th January, 1903. [35c]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY
AND MELBOURNE.
VIA
USUAL AUSTRALIAN PORTS OF CALL.AVERAGE LENGTH OF VOYAGE
TO SYDNEY 20 DAYS.Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which can
be obtained on application to the Undersigned.NEXT SAILINGS.
"TSINAN" leaves on 16th Feb.
"CHANGSHA" " 7th Mar.
"CHINGTUNG" " 4th April.
"TAIYUAN" " 22nd "

Superior accommodation amidships. Electric
Light throughout. Fitted with Refrigerators
which ensure a fresh supply of ice and
provisions during the entire voyage. Duly
qualified European Surgeon carried.

BUTTERFIELD & SWIRE,
Agents. C. N. Co., Ltd.

782d

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship

"CHU KONG,"
Capt. Mison.
Departures from HONGKONG to MACAO,
Daily, at 7.30 A.M. SUNDAY including.
Departures from MACAO to HONGKONG,
Daily, at 2 P.M. SUNDAY including.

This Steamer is the fastest and has Superior
Cabin Accommodation.

FARES:
1st Class, \$2.00
2nd " 1.00
3rd " 50
Further Particulars may be obtained at the
Office of the

WING ON STEAMSHIP CO.,
No. 44, Bonham Strand West,
Hongkong, 24th January, 1903. [87c]TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)REGULAR SERVICE BETWEEN
HONGKONG AND MANILA,
IN 48 HOURS.

THE Company's well-known Steamship

"ROHILLA MARU,"
Captain E. P. Bishop, will be despatched for
MANILA, on TUESDAY, the 3rd February,
at Noon.

To be followed by
"ROSETTA MARU,"
on the 9th February.

Magnificent accommodation Comfortable
cabins. Excellent table. Unvalued speed.
Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply at the Com-
pany's Office, 3, Queen's Building, Ice House
Street.

K. NAKASHIMA,
Manager.

Hongkong, 28th January, 1903. [1189d]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,VIA PORTS AND SUEZ CANAL
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.
"HINDUSTAN" About 4th Feb.
"SHIMOSA" 28th Feb.
"BRAEMAR" 10th Mar.
For Freight and further information, apply
to

DODWELL & CO., LIMITED,
Agents.

HONGKONG 19th January, 1903. [330d]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE
Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain Helms, will be despatched for the
above Ports, on THURSDAY, the 5th February,
at Noon.

This well-known Steamer is specially fitted for
Passengers, and has a Refrigerating Chamber,
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

This Steamer is installed throughout with the
Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in state-rooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 13th January, 1903. [57c]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRADEO"
Captain Easterbrook, will be despatched above
on or about TUESDAY, the 10th February.
For Freight apply to:
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 8th January, 1903. [111c]

Shipping.

STEAMERS.

STEAM TO CANTON.

FRENCH MAIL

Twin Screw S.S. "SAN CHEUNG."
951 Tons, Captain Murphy, leaves HONG-
KONG for CANTON at 5.30 P.M. on SUN-
DAYS, TUESDAYS and THURSDAYS
returning to Hongkong the following day,
leaving Canton at 5 P.M. Unexcelled accom-
modation for First Class Passengers. Hot and
Cold Water lead on by Pipes to each Cabin.
Ship lighted throughout by Electricity.
Passage Fare \$3.00 Single Journey.
Meals \$1.00 each.

The Company's Wharf is East of the Hong-
kong Harbour Master's Office, and West of
Canton Boat Co.'s Wharf.

CHEUNG ON S.S. CO., LTD.
Hongkong, 17th January, 1903. [70c]DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW.
THE Company's Steamship

"HAILONG,"
Captain Gibson, will be despatched for the
above Port, TO-MORROW, the 1st February,
at Daylight.

For Freight or Passage, apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, 31st January, 1903. [112c]

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.
THE Steamship

"RENELE,"
Captain Clark, will be despatched as above
on or about the 2nd February.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th January, 1903. [40c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAICHING,"
Captain Hodgins, will be despatched for the
above Ports, on TUESDAY, the 3rd February,
at 10 A.M.

For Freight or Passage apply to
DOUGLAS LARPAK & Co.,
General Managers.

Hongkong, 27th January, 1903. [111c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR MANILA.
THE Company's Steamship

"LOONGSANG,"
Captain G. S. Weigall, will be despatched as
above on TUESDAY, the 3rd February,
at 4 P.M.

This Steamer has Superior Accommodation
for First Class Passengers, and is fitted through-
out with Electric Light.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 30th January, 1903. [109c]

AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"GIBRALTAR,"
Captain D. Morris, will be despatched for the
above Port on or about SATURDAY, the 14th
February.

For Freight apply to
SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 20th January, 1903. [62c]

AUSTRIAN LLOYD'S STEAM NAVA-
TION COMPANY.STEAM FOR
TRIESTE (DIRECT)
Calling at SINGAPORE, PENANG, RAN-
GOON, COLOMBO, BOMBAY, ADEN,
SUZEE and PORT SAID.

(Taking Cargo at through Rates to the BRAZILS,
SOUTH AFRICA, PERSIAN GULF, RED
SEA, BLACK SEA, LEVANT, VENICE and
ADRIATIC PORTS.)

THE Company's Steamship

"AUSTRIA,"
Captain Colledani, will be despatched as above
on TUESDAY, the 17th of February, P.M.

This steamer has capital accommodation for
passengers, Electric light, and carries a doctor.

For Information as to Passage and Freight
apply to

SANDER, WIELER & Co.,
Agents.Princes Buildings.
Hongkong, 27th January, 1903. [37c]

A WONDERFUL DISCOVERY.

This is the age of research and experiment, when
all nature is to be unlocked by the scientific
method for the comfort and happiness of man. Science has
indeed made great strides during the past century,
and among the—by no means least important—
discoveries in medicine comes that of Therapion,
particular of which will be found in another
column. This preparation is unquestionably one
of the most genuine and reliable Patent Medicines
ever introduced, and has, we understand, been used
in the Continental Hospitals by Ricord, Kossan,
Tobert, Volpner, Maloussier, the well-known
Chamaissans, and indeed by all those who are
regarded as authorities in such matters, including
the celebrated Dr. L. B. and Dr. B. who, who
was some time since uniformly adopted, and that
it is worthy the attention of those who require such a
remedy, and who have no doubt. From the
removal of these diseases has (like the fabled Philo-
sopher's stone) been the object of search of some
hopeful, generous minds; and far beyond the mere
power of such could have been seconded by
drawing the bases of their gold is surely
the discovery of a remedy so potent as to replenish
the failing energies of the exhausted, and in the
one case, and in the other so effectively, speedily
and safely to expel from the system without the
aid, or even the knowledge, of a second party, the
poisons of acquired or inherited diseases, in their
protest forms as to leave no taint or trace behind.
Such is Therapion, the French Remedy, which
has been the subject of the most careful and
careful study, and it is not too much to say
that many of the discoveries of our day, about which
so little attention has been paid, have been made,
and that the discovery of this medicine, which has
been created for the relief of those who are
troubled by the various diseases of the system, and
who are in the habit of seeking for relief from
the proprietor, and of the principal Chemists,
Druggists, and Dispensaries, in London, Hongkong,
Japan, &c., not even including such remote
districts as Central Africa, the Nile Delta, &c.,
London &c.

Intimations.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the
Continental Hospitals by Ricord, Kossan, Tobert, Volpner
and others, combines all the desiderata to be sought in a
medicine of the kind, and surpasses everything hitherto
employed.

THERAPION No. 1 is a re-
markable shortening, often a few days only, restores all discharges from
the urinary organs, effectively superseding the action of the
use of which does irreparable harm by laying the foundation of
stricture and other serious diseases. In dysentery, piles,
itching of the lower bowels, cough, bronchitis, asthma, and
some of the more trying complaints of this kind, it will be
found astonishingly efficacious, affording prompt relief
where other well-tried remedies have been powerless.

THERAPION No. 2 is a re-
markable blood-purifier, purifying the blood, and removing
all the impurities, pimples, spots, blotches, pains and swell-
ings of the joints, secondary symptoms, gout, rheumatism,
and all diseases of the lower bowels, which is a failure
to employ mercury, arsenic, &c., to the destruction of
sufferers teeth and ruin of health. This preparation
purifies the blood, restores the blood, and thoroughly
eliminates every poisonous matter from the body.

THERAPION No. 3 is for
nervous exhaustion, impaired vitality, sleeplessness, and all the
distressing consequences of early error, excess, residence in
hot and unhealthy climates, &c. It possesses surprising power
in restoring strength and vigor to the debilitated.

THERAPION is sold by the prin-
cipal Chemists throughout the world. Price in England 4/6 &
4/6. In ordering, state which of the three numbers is re-
quired, and observe also the Mark, which is a fac-
simile of word "THERAPION" as it appears on the British
Government Stamp (in white letters on a red ground)
affixed to every packet by order of Her Majesty's
Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,
Hongkong, China and Manila. [144d]

TAIL LOONG.

1 and 3, Lyndhurst Terrace.

NEW Kid, Gloves, Fancy Dress Goods,
Cape and Jackets, Flannels and Serges.Wool Shawls.
Hongkong, 14th October, 1902. [507c]

CHEONG SHING.

No. 39, Queen's Road Central.

(Opposite to Messrs. GAUFF & Co.)

DEALERS IN:
Jewellery and Silks, Pearls and Jade-stoneWare, Ivory Ware and Curios, Chinese
Goods of all kinds.

And also General Exporters.

An inspection is respectfully solicited.

Good quality and good workmanship
guaranteed.Prices lower than other shops in the same
line of business. [110c]

MEE CHEUNG.

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN
ICE-HOUSE ROAD.[S now in a position, in his New and Com-
modious Premises, to eclipse, as he does, all
ALL PHOTOGRAPHIC ART PRACTICE]
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a speciality.

Hongkong, 32nd September, 1902. [174c]

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1903. [162c]

SAVARESSE'S

SANDAL

CAPSULES

Not made of Gelatine, most efficacious because
absolutely pure English Oil.

Full Directions. All Chemists.

Insist on Savarasse's.

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT
PAINTER, ETC.PHOTOGRAPHY in all its Branches.
Groups and Interiors a Specialty.

Large Selection of Views.

TOP STORIES, 41 and 43, QUEEN'S
ROAD, CENTRAL, Hongkong.

Hongkong, 20th December, 1902. [139d]

Gentlemen's
Outfitting
Department
Now Open.
28, Queen's Road
Opposite
Hongkong Hotel.

WILLIAM POWELL, LTD.,



28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,

General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.

Gentlemen's
Outfitting
Department
Now Open.
28, Queen's Road
Opposite
Hongkong Hotel.

FRESH ARRIVALS FOR THE RACE SEASON
at 34, Queen's Road Central.

LADIES' GLOVES.

SPECIAL OFFER. FOWNES' BLACK SUEDE GLOVES FOR EVENING WEAR, \$2.25 PER PAIR.
DENTS' WHITE PARIS CASTOR 4-BUTTON STITCHED WHITE OR BLACK \$1.25.
THE ABOVE ARE BEING CLEARED BELOW COST AND ARE THIS SEASON'S STOCK.

NEW

PARISIENNE MILLINERY

LIGHT SPRING DRESS GOODS, LACES, CHIFFONS, REAL LACE, COLLARS AND
BERTHAS, FLOWERS, GLOVES. SILKS, FANCY RIBBONS,
OSTRICH FEATHER FANS.
BLACK SUEDE GLOVES NOW IN STOCK. WHITE KID HAVE ALSO ARRIVED.

GENTLEMEN'S DEPARTMENT

28, Queen's Road Central.

NEW GOODS EVERY 14 DAYS.

120 GENTLEMEN'S PANAMAS NOW ON SHOW.

SMART NECKWEAR IN EXCLUSIVE PATTERNS.
BEST QUALITY FRENCH PRINT SHIRTS.

GENTS' GLOVES, GENTS' GLOVES.

R. G. HECKFORD,
MANAGER.

